

1995

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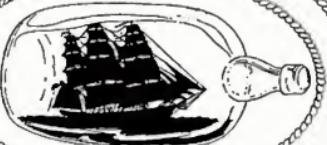
CONFERENCE

S.T.

MICHAELS,

M.D.

THE BOTTLE



SHIPWRIGHT

1995-3

GREAT
PEOPLE,
FOOD,
SIBS,
TIME.



JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by the Secretary/Treasurer or the Association. The journal is published quarterly and is dedicated to the promotion of the traditional art of building ships in bottles.

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George Pinter has a few original unfolded, stand-up copies of the 10th Anniversary cover available for \$10.00 each.

The Bottle Shipwright

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LET GEORGE HELP YOU DO IT	George Pinter
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the
pres sez...

...ATTENTION ON DECK! THIS IS THE CAPTAIN

The Eastern Regional Conference has come and gone and what a conference it was. The ER crew put together an event that will long be remembered for its innovative use of video; for its selection of speakers and their demonstrations, for the excellent food that was constantly available, and more than anything else for demonstrating what a group of men dedicated to the preservation of a venerable nautical art can accomplish. Congratulations, Maryland Chapter, and thank you.

Chris Nair, our member in Central India, had called for help in obtaining an electric tool to replace his that no longer works. The response by attendee's at the conference to Chris's need was generous, overwhelming and heartwarming, I want all who responded to know that the process of getting a replacement tool to Chris is underway, but it will be time consuming due to extremely slow communications with interior India. Thank you all for your generous and spontaneous response to a cry for help from a fellow SIBAA member.

Thank you all.

THAT IS ALL!



HIT THE BOTTLE *Jack*

Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL. 34606

Ray Handwerker

Well I was wrong, it was 937 miles each way. 21 hours going up and 18 hours coming home. And the Dept of Transportation's idea of decor (orange & white construction barrels) is boring.

The Eastern Regional Conference was worth every mile of it.

Renovating old acquaintances and making new ones was only a small part of this get together. The quality of work displayed and demonstrated has taken a giant leap forward, and I expect it to continue at future Conferences as even beginners are producing art that was unheard of ten years ago. Rick Heggo and John Frazier put on a conference that can only be called " Classic " and their wives put out a spread of food and beverages that kept them running the entire time. Donna and Phyllis, Thank You. And to all of you who helped or attended Thank you. This is going to be a hard act to follow at the next Conference. But we will try!

Now- Let's refill those Bottles!.

WELCOME ABOARD NEW MEMBERS.

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If I missed anyone, my apologies, and drop me a line for a correction
in the next issue.

ADVERTISING RATES.

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The Eastern Regional SIBAA Conference was held at the Chesapeake Bay Maritime Museum in St. Michael's, Maryland, September 8 - 10, 1995.

The Maryland Chapter (and specifically Rick and Donna Hegge, John and Phyllis Frazier) made it look easy, but only someone who has " been there " can really appreciate the time, effort and talents involved. (incidentally, those young ladies could open a restaurant anywhere and would soon have a waiting line of eager customers.).

TV was employed in a unique fashion. An introductory videotape, with John Frazier as the (sole) stellar performer, provided a hilarious version of what the sessions were (not likely) to cover. A subsequent videotape was used to show the award winning models at the Saturday evening banquet.

Advice was not the only thing offered to attendees, not to mention all the good food. Canadian member Chris Strickland brought all sorts of goodies to share: an ample supply of several varieties of small electrical bulbs, homemade monkey-fist knot keychains, lapel pins of the Bluenose II and some tiny, hollow metal cylindrical pins suitable for adapting to ships cannon barrels and bells (if I haven't left something out). Chris also brought the smallest SIB - complete with binocular microscope to enable viewing. The model was carved from a single round toothpick.

Saul Bobroff just happened to bring copies of Prof. Louis Norton's 32 page booklet, " Sailors' Folk Art Under Glass," which he got Prof. Norton to autograph for members after Prof. Norton had given his absorbing presentation on the history of SIB's.

C.L. Don Bradley also brought a supply of his renewable bottle-top thumb palettes for members. He gave a most interesting talk about using thread stiffened with white glue to make ships wheels, paddle wheel frames, anchors and boats. The latter involved winding the thread on an ingenious male wood form to simulate frames, then cutting away portions and adding longitudinal planking also of thread.

Alex Bellingar, Rick Hegge and Ralph Preston each gave superb slide presentations about specific SIB's they had made. Ray Handwerker demonstrated his use of 2-part epoxy resins to achieve transparent / translucent seas. Charles Hand discussed suggestions about sharing ones SIB's, and Bill Stetson shared a videotape of a unique chairside workbench. Jack Hinkley illustrated and discussed techniques of making illuminated lighthouses and scenes inside bulbs.

Throughout the sessions, Harold Whiting worked away at building a pick up truck inside a bottle. At the conclusion of the conference, Harold presented the complete model to John Farzier's wife, Phyllis.

From Charles Hand.

(Ed. note) Rick Hegge has offered to make the introductory videotape available to members. Send a blank videotape and a check for \$4. (to cover postage and handling to his. Rick Hegge at 22040 Holiday Dr. Smithsburg, Md. 21783.

Every year as a fund raiser at his old WWII ship's reunion Bill Johnston donates either a carving or a ship-in-bottle to be raffled off. This years piece, a tops'l schooner in a Haig & Haig pinch bottle, brought in \$600. to the associations treasury he was pleased to learn. Bill a SIBAA member also belongs to the Penna. Delaware Valley wood Carvers.

The Maryland Chapter's St. Michael's Maryland Conference 1995.



Rick Hegge kicks off the conference. Prof. Louis Norton give his History of SIB's Talk.



Above Lt. Some of the displays.
Above rt. Jack Hinkley's talk , lights up the conference , and the light- house in the bottle.
Bottom lt. Your editor (me) discusses alternatives. Sea's that is.

AND THE WINNERS ARE.



Bill Westervelt. with two awards. " River Exit" diorama.
and " Star of India " Peoples Choice award.



Harold Whiting. " Model A Roadster" Unique Art Award.



Ray Carlson. " USCG Bark Eagle" Ship-in-Bottle Award.

MAINE LOBSTER SMACK.

by Glen A. Rogers.

Lobster Smacks were popular fishing boats from the 1860's until well into the 1920's along the Maine Coast. They were easily handled by a crew of two and were able to negotiate shallow water when the swivel centerboard was drawn up. Lobsters caught were kept in a well beneath the two center hatches. Openings in the hull permitted fresh water to circulate through the well. In later years the hull lines became modified somewhat, and a second jib sail was added, resulting eventually in the famous "Friendship Sloop" design.

A few lobster smacks can still be seen in Maine waters.

Length: 30 ft overall, 20 ft at the waterline.

Beam:-- 7 ft.

Draught: 5.5 ft. with centerboard lowered.

Color Scheme.

Hull: off White with mahogany rails, dark red below waterline.

Coaming: off white or mahogany.

Deck House: off white or mahogany.

Deck and Deck House Roof: Natural.

Seats, Hatches and Companionway Door: mahogany.

Trailboards: Black.

Sails: Buff or Grey.

Mast, Spars, and Bowsprit: Natural.

Construction Notes:

An easy way to make the recessed cockpit area is to make the hull in two sections. Use 1/4" basswood for the upper hull. Cut out the deck outline and cockpit area. Next lay the upper hull over a second piece of 3/32" thick basswood, and trace the outline of the upper hull onto the thinner piece. Cut the bottom hull to size and glue to the upper hull. You now have a hull with a decked cockpit.

The seam where the two pieces join also gives you your waterline.

Carve the deck sheer, side profile, and add details as you normally would. Mast hoops can be simulated with heavy tan thread wrapped and glued at the 5 points shown on the mast. All rigging is tan except for the forestay, which is black.

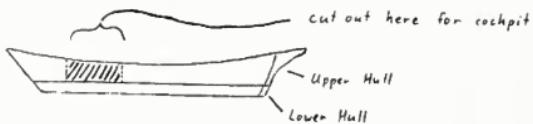
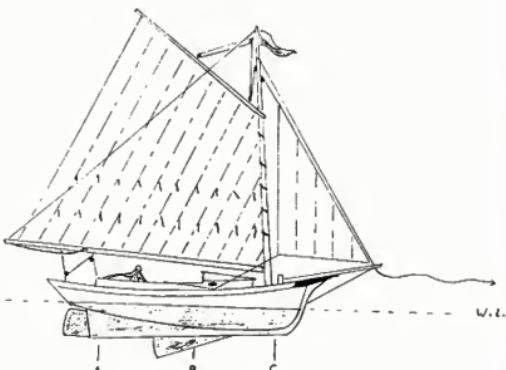
Although not shown on the plan, some smacks had a single stay on either side of the mast. Sail lashing is simulated on the gaff and boom by wrapping and gluing thin tan thread in a spiral. For my Particular model, I also added a man, carved from a toothpick, at the tiller.

Mahogany veneer was used for the seats, hatches, and companionway door. Plans were scaled down from those provided with the "Midwest Products" Lobster Smack Kit.

This isn't a very complicated model, so it should be a good one for beginners. The larger scale allows more detail for things like scribed decking, blocks, etc.

Mine looks very nice in an empty "Oranginia" bottle.

MAINE LOBSTER SMACK.



B. A. R. 1/25/44 7.

THE CARL WEITMON JIB-BOOM GRABBER

Talk about simplicity, this is it!

After the sails have been folded and slipped into the neck of the bottle, clamp the ship with the jib-boom grabber and slide it in. Now you can suspend the ship with ease, while raising the masts. Finally lower it to rest, pull the release and sail away.

Shaft is made of 5/32 mild welding rod, or heavy coat hanger.

Grabber is a 2" test connect or alligator clip.

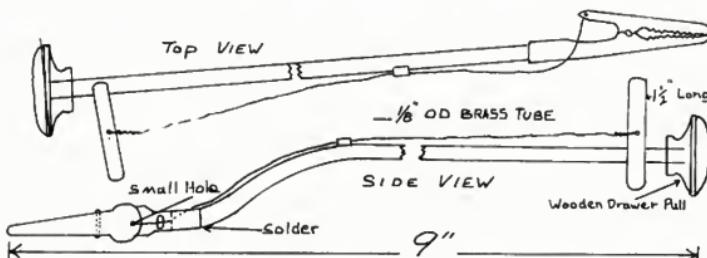
Finger grip is made of 2" \times 1/4 inch dowel drilled in center.

Wire is 28 gauge stainless steel.

The wire guide soldered to shaft is 1/8" OD brass tubing.

Palm rest is a wooden drawer pull 1 1/2" in diameter. One side is slightly flattened to keep it from rolling.

A small hole is drilled to the back of the thumb rest of the alligator clip for wire to connect. Rod can be shaped at curvature to fit application.



Don's note: This is a great little tool which can be used with one hand. The drawer pull makes a very comfortable rest against your palm. The shaft can be made longer for deeper operations. Also, the teeth on the alligator clip can be filed flat or wrapped with tape to avoid any possible marks on the ship or jib-boom.



The Basics

by David Smith-Denny

Part Two: Bottles, Bulbs and Jugs

Welcome back to part two of the Basics. This time we'll discuss the vessels into which we pour our artistic skills. Choosing the right bottle may make the difference between creating a nifty little conversation piece and a true piece of art.

First, let's talk about the quality of the bottles we use. Glass comes in a wide variety of classes but all of it has sand (silica) as a main ingredient. Additives give the basic mixture different colors and hues. The best bottles for showing off our work are clear bottles or ones with a very light tint. Light green or blue tints have a nautical appearance and even some leaded glass bottles work well. Try to avoid dark green, amber (brown) or cobalt blue bottles. These colors can be used for specialized models, but usually require everything inside to be painted white and can only be viewed closeup.

Most modern bottles are machine-made using injection molds. Every Johnnie Walker Scotch bottle, for instance, will be identical, though bottles made at different plants will show some variations. Some bottles are still hand-blown, but most of these are decorative pieces and not really suitable for bottling slips.

The glass of the bottle should be as transparent as possible. There should not be a lot

of waviness in the glass nor many air bubbles apparent. Waviness in the glass is caused by variations in the thickness of the glass and is generally due to poor quality control at the manufacturing plant. The same holds true for air bubbles in the glass. The mold that the glass is mechanically blown into is usually made in two parts, hence the seam in the bottle. Poorly made or over-used molds will have pronounced seams where the better quality bottles will have less visible seams. Hand blown bottles do not have the literal seam. The last requirement is that the opening in the bottle be between 3/4" and 1 1/2" for a standard size bottle. Smaller than that puts some serious restrictions on the size of the model you can build and your building techniques, larger than that and you'll be accused of using wide-mouthed jars.

Now that we know some of the qualities of the glass for our bottles, let's look at some of the types of bottles that are available and where they can be found.

Liquor bottles, by far, are the most often used in our art. Most good wine and whiskies come in high quality glass bottles. The bottles are clear or lightly tinted, have little waviness or air bubbles and use corks as stoppers instead of the screw-on caps.

"PINCH" Scotch made by Haig & Haig Co has the most popular bottles that I have used. The dimples in the bottle help your model to completely fill the space available and adds to the mystique of the art. "GALLO" wines come in some nice round bottles made from good glass and sealed with a cork. The wines, while not exquisite, are not bad for an inexpensive wine.

"JACK DANIELS" and "JOSE QUERVÖ" both come in clear square bottles. They do not have the cork top but the threaded area is short and can be hidden with decorative rope work.

Over the years I have developed a number of sources for my bottles. Local bars are usually a good source and most bartenders are willing to save a particular type of bottle for you. Even if you're not a regular customer, a donation of a \$10 for display in the bar will work wonders. When I was building in Philadelphia one local establishment provided me with a dozen bottles every two weeks boxed up in liquor cases. Friends and relatives will climb on the bandwagon (unless they are "on the wagon") and save bottles for you also.

I am a "bottlehothead". I am constantly on the lookout for interesting bottles. Yard sales, antique shops and flea markets have all provided glass treasures.

Bottles:

I seldom can take my recycling out without looking through the glass bins. Once, a couple of years ago I was pulled up to a stop light waiting for the light to change. A pickup truck pulled up in the lane next to me and I noticed that he had about half a dozen 5 gallon glass carboys in the bed of his truck. I motioned him to pull over and in the nearest parking lot I bought five of the bottles for a couple of dollars each. It still ranks as one of the best deals I've ever made when purchasing bottles.

Antique shops have some interesting items on occasion. One of my favorite 1/2 pt. of bottles are torpedo bottles. These bottles were made 100 to 175 years ago. They were used for soda pop or beer and were sealed with corks. The bottoms of the bottles are rounded or the oldest type came to a point. The reason for this odd shape is so the bottle would have to lie down, it was impossible to set one upright. This allowed the liquid in the bottle to keep the cork wet and provide a seal. The bottles, when stored on their sides, didn't have pressure build from the carbonation of the soda or beer. Too much pressure could pop the cork.

Torpedo bottles, named for their shape, were also used as ballast in some merchant ships around the turn of the century. They were heavy, plentiful and since recycling wasn't invented yet readily available as scrap. An acquaintance of mine found several hundred of them in the frames of a sunken ship while diving in the Delaware River near Philadelphia. He presented me with several of them and I used four of the bottles for models of the USS OLYMPIA a Great White

Fleet Cruiser that is now a museum in Philadelphia. The combination of a ship from the 1890's inside a bottle from the same period made a unique conversation piece and all four of the bottles were quite popular and sold quickly.

I was working on a commercial commission for a Long Island gift shop that wanted two dozen small SIB's. They said put whatever type of ship in them that I liked but they wanted all of the bottles the same. After some dedicated searching I found a restaurant supply company that sold clear medicine bottles in the 200 ml size that were just what I was looking for (200ml is about 1/2 pint). I also bought a couple of dozen 100ml medicine bottles and some 20ml dropper bottles. The smallest ones I used for ships in bottles "in bottles". For instance, a diorama of a sailor sitting in a room with a SIB on a table in the room.

I go to the shore for vacation once or twice a year as my schedule allows. My beach combing excursions usually turn up some interesting bottles and driftwood that I use for bases for my SIB's. In fact, the first SIB that I built in 1985 was made entirely from materials that I found on the beach in Seal Beach, CA.



Light Bulbs, while fragile, are a very workable medium for ship bottlers and can yield some

outstanding finished products. The glass used in clear light bulbs is excellent. It is thin and generally free from defects, but the tradeoff for the clarity is fragility. Light bulbs are available in a variety of sizes and a few shapes. There are also tinted bulbs but I do not recommend these. Frosted bulbs are a definite no-no (Once, for a joke, I tried to pass off a frosted bulb as a ship in a bulb in a fog.)

With some simple precautions light bulbs can be used like any other bottle. For a light bulb to be useful in SIB building you need to do four things: 1. Provide an opening in the bulb. 2. Remove the filament and support insulator. 3. Minimize breakage and 4. Close or finish the bulb end when you have installed your model.

The time you are most likely to break a bulb, other than by dropping it, is when you are removing the screw base to provide an opening. The first thing that I do in preparing a bulb is to wrap the glass in black PVC electrical tape, although masking tape will work as well. This helps minimize the risk of the glass cracking due to shock. I then use a fine 36 tooth hacksaw blade to cut through the brass or aluminum screw base between the 2nd and 3rd threads. There is usually a gap at that location between the bulb glass insulator on the bottom of the bulb and the bottom edge of the "bulb" itself. Saw gently, but try to saw straight across the bulb. Be careful because the blade will want to follow the threads and this will produce a diagonal or ragged cut.

When you've cut through you should be able to remove the bottom insulator with a couple of threads attached from the bulb. You may have to snap a thin copper wire. That's the easy part. Now you need to carefully break on the bottom of the bulb and remove the

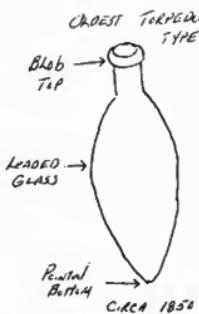
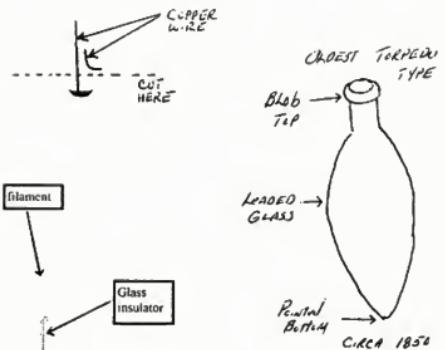
glass nipple that holds the filament. The way I do this is to use a small flat screw driver, place the edge on the bottom of the bulb where the glass rounds up into the nipple and give the other end of the screw driver a sharp rap. This should crack off the filament nipple in one piece. Then I usually have to widen the opening by breaking off small pieces of glass and foam insulation with a pair of wire nippers or needle nose pliers. A piece of fine sandpaper can be used to smooth any rough edges on the opening. Remove most of the tape and the bulb is ready for use.

I have mounted bulbs on their sides or upright (screw-base down). I have soldered the end caps back on or I have left them off and screwed the bulb into a light socket mounted on a base. There are several possibilities and this will be the subject of a future article.

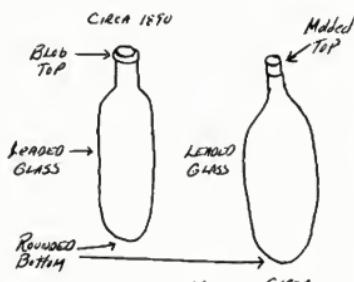
Small standard light bulbs can be purchased at your local grocery store or hardware store. Electrical supply shops usually carry the larger sizes though they can be quite expensive. I generally do not buy the larger bulbs for that reason but I get burned out ones from the maintenance crews at a variety of places. Electricians (I worked as a marine electrician for 15 years) will sometimes save large clear bulbs for me. Maintenance depts in local industry have been helpful too. I have gotten bulbs from shipyards, machine shops, city public works depts (from street lights), and electrical contractor.

Keep your feelers out for new sources. Mention that SIB building is a way of "recycling" for bottles and bulbs. If you have any great finds or new sources let us know.

Next time: Seas and scenery



TORPEDO
Bottles



A Handy Tool For Painting and Gluing Battleship Work

When you think of a tool for use in building SIB's, you usually think of a gadget that will do something inside the bottle, cut a thread, paint a white horse on a wave, or something of that nature. I guess that is why I never thought of this gadget as a SIB tool until now. I call it a thumb palette, and I find it indispensable when applying paint or glue to battleships or the small parts for them.

To make one, take an empty plastic soft drink bottle and with a hacksaw, cut off the threaded section just below the small flange as shown in Fig. 1. Smooth up this piece with a small knife and sandpaper Fig. 2. Save the bottle cap Fig. 3. Next make a handle, plain or fancy, one end to fit snug into the hole in the threaded section, as in Fig. 4. Coat the handle with glue, push on the threaded section and screw on the cap and Presto! One thumb palette.

Hold thumb palette and work piece in manner shown in Fig. 5. Loading small amounts of paint or glue from paint or glue pots onto the palette and recapping the pots, keeps them from drying out.

Keep extra bottle caps handy, so if the one you are using becomes crusted with paint or glue, just remove and screw on another cap.

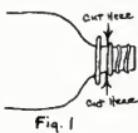


Fig. 1



Fig. 2



Fig. 3



Fig. 4

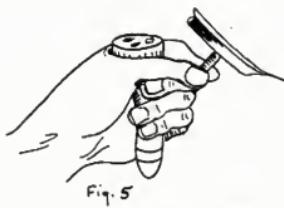


Fig. 5

C. Don Bentley

FROM HOLLAND WITH LOVE !

SHIPS IN BOTTLES ON STAMPS.

In a Dutch philateletic journal dated December 1994 there was an article about six Jugo-Slav stamps with pictures of ships in bottles. These 6 stamps are sold in a small booklet with a value of 3,- new Dinar. The edition is limited to 42.000 copies only. I wrote to our good friend and member Vladimir Robotić in Zagreb (Croatia), but owing to the fact that Jugo-Slavia is under an UN embargo no booklets can be obtained. By the way, has anybody ever heard about stamps with SIB's? If so, please let us know for our documentation!

xoxoxoxox

BOOKS.

If you can read German, I would suggest that you buy the very interesting book written by our German member Gerhard Herrling, "Buddelschiffe Bauanleitungen für die Praxis". 160 pages, over 350 drawings and pictures, price DMark 38.-, ISBN 3-7688-0856-4. Eleven experienced builders of SIB's have contributed to the book, which makes it one of the best. Not for the beginner, but the more experienced SIB'er will get a lot of information.

Another German book on ships in bottles was written by Peter Hille and Barry Young. As a matter of fact I expect that this book about materials, tools and accessories will be translated in English. Keep your eyes open, since this book handles practically all we need to know when building a ship in a bottle. In Germany it started as a loose-leaf system. Price DMark 38.-, 288 pages, 31 pictures, 339 drawings. ISBN 3-7688-0857-2. Editors: Delius, Klasing & Co.

xoxoxoxox

Dutch Museum Ships in Bottles.

Located in Enkhuizen in an old house that was built in 1631. The old city of Enkhuizen is one of the oldest ports in the Netherlands from where the ships were sailing to the East- and West Indies. You will find Enkhuizen north of Amsterdam near the former Zuiderzee. If you are planning to visit Holland, just drop Jan Visser a line and he will give you the red carpet treatment. The address is: Jan Visser, c/o Flessenscheepjes Museum, Zuider-spui 1, 1601 GH ENKHUIZEN, Netherlands. See picture!

Bob de Jongste, Van Hoornbeekstraat 13, 2582 RA The Hague.

13.



DETAILS.
by Bill Westervelt

Fig. 1 and 2 Deck house and coach house

The deck house and coach house are made sandwich fashion. Cut block for the base of house of the size needed, then add strips that will act as window frames. Use a strip of scrap wood the size of the window openings as a spacer so all window openings will be the same size. (Be sure to remove the spacer before the glue dries.) Next add transom piece over the windows, then add roof. Doors are made of 8 strips as shown, and glued where needed.

Fig 1 - Deck House -



Fig. 2 - Coach House

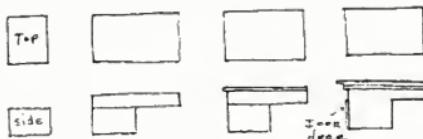


Fig. 3 Hatch covers and Gratings

Cut thin piece of wood the size needed, then plank with thin strips of wood. A wooden frame can be added or a narrow stripe painted around the edges.
Gratings are easily made using a pounce wheel (see Fig. 3) made from a watch gear and fitted with a handle. Run wheel over black ink pad, then using a straight edge, run the wheel over thin strip of wood to simulate the holes in the grating, then add wooden frame or paint edges.

Fig. 3 - Hatch covers & Gratings

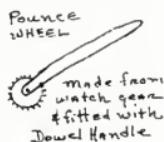


Fig. 4 Capstan, Binnacle, and Stove pipes made from wooden doweling

Cut or sand a groove around the end of dowel, then cut or sand away wood shown by shaded areas in Fig. 4. The bent stove pipe is made with 2 dowels cut at 45 degrees and glued.

Send in Suggestions, Methods and Ideas to: Bill Westervelt, 2205 Green 14. Haven Way Hampstead, Maryland. 21074.

DETAILS
by Bill Westervelt.

Capstan, Binnacle, & Smoke Stack on Stove pipe
USING WOODEN DOWEL TO MAKE



Fig. 5 Skylight, Hatchways, and Wheel house

For the skylight, cut or sand stock to shape shown in Fig. 5, then add 6 small strips to each side of slanted top as shown, a drop of glue in the pane openings will give the look of glass.

For the hatchway cut or sand block to the size needed and glue up the 3 pieces as shown in Fig. 5 and glue to top of block.

For the wheel house cut or sand a block to size needed and round off the top to form the shape of a small loaf of bread see Fig. 5, then add wheel.

Fig. 5 — Skylight, Hatch way, & Wheel house — Made from (Basswood)
Square Stock

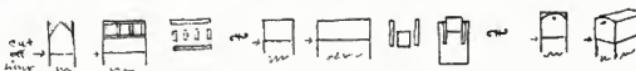
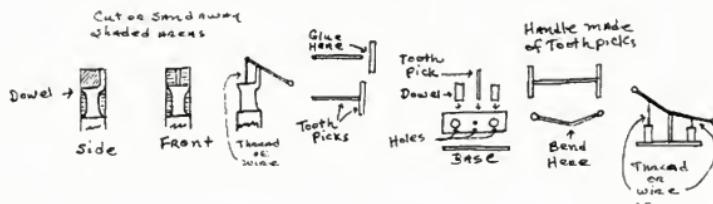


Fig. 6 Pumps Single and Double

For the single pump, cut or sand away the wood as shown by shaded areas in Fig. 6, then make handle as shown and glue in place.

For the double pump, drill 3 holes in a thin strip of wood, cut and insert dowels as shown in Fig. 6, then make handle as shown and glue in place.

Fig. 6 — Pumps
single & Double.



DETAILS.
by Bill Westervelt.

Fig. 7 Fife rail made of toothpicks

For fife rail glue 3 thin strips to form shape shown in Fig. 7, then add a small dowel at the 2 corners and at the 2 heels of rail.



Fig 8 Ships wheel Using glue stiffened thread

Using a dowel the size of ships wheel needed, make a jig by splitting the end of the dowel as shown in Fig. 8, this is to hold the end of the thread. Wrap thread around the dowel and glue where running end of thread completes the circle. Let dry and remove from dowel. Cut away the 2 loose ends of thread. Lay wheel on flat surface and glue one long thread across wheel, this thread will act as the first 2 spokes, then add 6 short threads glued at the hub and wheel. Let dry and trim all spokes to same length.

Fig. 8- Ships Wheel, made from glue stiffened Thread



Above. Harold Whiting explains putting a pick-up Truck in a bottle to Don Bradley while at the St Michaels Md. Conference.



Above. Chris Strickland From Canada put his "Bluenose" under a Microscope so it could be seen.

A HEAVY CRUISER IN A BOTTLE

by Richard A. Finney

For my first ship-in-bottle I chose the heavy cruiser "Tuscaloosa," partly for sentimental reasons and partly because it promised to be relatively easy. No sails. Only two masts, and they not very tall. Only three yards, and they short enough to pass through the neck of a bottle without swiveling.

I have two different sets of plans. One is a one-sheet affair from Reading Model Engineers and is dated 1947. The other consists of two larger-scale sheets from Floating Drydock and is dated 1982. Comparison with Navy Department photographs taken during World War II show the latter to be more accurate. I used the former for hull lines and for relative placement of such large structures as the command island, stacks, hanger, and masts, and the latter for such detail as was feasible in the tiny scale in which I was working.

I decided to follow the "sandwich" method of construction as described by John Fox III in issues #62 and #63 of *Model Ship Builder*. Photos 1, 2, and 3 show the various parts of the sandwich, together with the mahogany display stand.

For building the various items of superstructure, I used either paper, wood or styrene plastic, depending upon what I had of either of the right size. The masts were made from toothpicks. The stacks, which are oval in cross section, were made from 1x2 mm basswood shaped with sandpaper and emery board. The structures that surround the stacks at their base were made from 1 mm-wide strips of paper glued, wound around the stacks, and shaped with an emery board.

The hanger was carved from a block of basswood, and the gunhouses were made from 1/4 x 1/16 inch styrene.

The eight-inch guns themselves were made from toothpicks turned down to less than one mm. To get them properly spaced in the faces of the styrene gunhouses, I made a three-holed jig in a scrap piece of .005 inch styrene. My technique for doing this was to scribe three parallel lines onto the styrene about 1.5 mm apart, and then to scribe a perpendicular across the three parallel lines. Putting a #75 drill into my pin vise, I drew the tip of the drill along the perpendicularly-scribed line until it stopped when it hit the first of the three parallel lines. I drilled a hole at this point, and then continued drawing the tip of the drill along the perpendicular line until it hit the second and third of the parallel lines, drilling holes at each of these points. I then had three tiny holes in a straight line and equally spaced. I enlarged them to fit the guns.

I then took a piece of the 1/4 x 1/16 inch styrene that was earmarked for use for a gunhouse and put it into my hobby vise with its narrow side up and flush with the tops of the vise's jaws. I took the jig I had just made and laid it across the work. Adjusting its position so that the perpendicular line of the jig ran as nearly as possible exactly down the center of the 1/16th inch edge of the work. I fastened the jig down to the jaws of the vise with masking tape. By drilling through the holes of the jig I was able to put holes for the guns into what would become the face of the gunhouse.

The barrels of my five-inch guns were made from pyrocantha thorns, and the gunmounts from glass seed beads. For splinter shields I cut tiny slices from drinking straws.

To make the 40mm guntubs I reduced a 1/4-inch dowel to 4mm in diameter, flattened one side of it with a file, greased it, and wrapped and glued a 1mm strip of Strathmore paper around it. When the glue had hardened I coated the outside of the ring with shellac, and once the shellac had dried I slipped the ring off the dowel. I glued the ring onto a small piece of paper which I trimmed with embroidery shears.

The 40mm guns are simply four parallel lines inked onto a piece of Strathmore paper that I had previously painted a haze grey. For the gunmounts I took tiny glass seed beads, glued them into the center of the guntubs, and then glued the guns onto them.

Making a punch out of a one-inch length of 2mm ID brass tubing, I produced four 2mm circles out of a sheet of .005 inch styrene plastic to serve as propellers. The shafts are lengths of florist wire. After several fruitless attempts to cut wood or plastic pieces small enough to serve as the bosses on the ends of the propeller shafts, I realized that drops of glue do the job perfectly. For the bushings I used the plastic insulation from 24-gauge bell wire.

Bilge keels are made of stiffened thread.

I would have liked to be able to erect both masts with a single thread, but it was not to be: the foremast was unable to collapse forward because of the location of the bridge superstructure, and the mainmast was unable to collapse backward for a similar reason. So I ran the forestay down to a hole in the very tip of the foredeck and let it exit through another hole in the stem. I ran the backstay down to a hole in the fantail, passed it back forward through the cavity that I had hollowed out in the upper part of the hull sandwich, and let it exit through the same hole in the foredeck through which the forestay was already running.

When I dryfit the parts of my model I found I had a problem. The mainmast could not be relied upon to rise when I tugged the control thread. When I studied the matter, I realized that the thread was being interfered with by the dowels that held the parts of my "sandwich" together. My solution was to cut a piece of the bell wire insulation the exact length of the cavity and run my control thread through it, thus buffering the thread from direct contact with the dowels. This worked perfectly, and I proceeded to insert the model into the bottle.

First I spread some epoxy glue onto the inside of the bottle and lowered my mahogany stand onto it. When this had hardened I inserted the bottom section of the hull, and using some long surgical forceps I mated the pieces of telescoping tubing and glued them together. Finally the upper section of the hull was inserted and glued.

When all had hardened I raised the masts, glued the two points where my control threads exited, and waited again until I was sure that it was safe to cut the threads. At this point I learned that I had made a mistake by letting my mainmast control thread leave the model through the same hole used by my forestay. Because when I severed my control threads I also sliced through the forestay.

What saved this from being a total disaster was the fact that I had cut the forestay at deck level so I still had the entire length of it to work with. I put a drop of cyano onto the foredeck, gripped the forestay with tweezers, guided the tip of it onto the wet cyano, and hoped for the best. When the cyano had hardened, the forestay was once again anchored to the foredeck. Admittedly all is not quite as taut as it had once been, and my radio antenna now sags a little between the two masts, but I count my blessings.



Photo # 1. Left.
Lower part of hull and
display stand with their
interlocking brass tubes.

Photo # 2. Right.
Lower part of hull
mounted on display
stand.



A HEAVY CRUISER IN A BOTTLE.



Photo # 3. Left.
Upper part of hull
showing cavity for
control threads.

Photo # 4. Right.
Upper part of hull with
mainmast erected and
foremast partially
collapsed.



Photo # 5. Left.
Assembled model with
mainmast completely
collapsed.



Photo # 6. above.
Finished model assembled in the bottle.



calling ALL HANDS

By

Francis J. Skurka

Carole A. Wilson

Carole was born in Van Nuys, California and went to school in Canoga Park. After graduating from High School, she married John and worked as a bookkeeper for various automobile agencies during the 1960's and into the 1970's. In 1974 she attended California State University at Fullerton and graduated in 1978; She holds an associate of Arts Degree and a Bachelor of Arts in Business Administration Degree. In 1980, after a two and a half day examination in Long Beach, she became a Certified Public Accountant. During this time, this very busy lady raised two sons. She also built her own business in an old (1920's) single story wooden house. Later she planned and constructed a new 4750 square foot office building, which was completed in 1989. She decorated the new office with ship models and nautical artifacts which she painstakingly put together.

An avid collector, Carole inherited a beautiful collection of Scrimshaw and Netsukes from her Father. Editors Note: "Netsukes" (pronounced Net-Skay) are small ornamental buttons or figures made of wood, stone or ivory used to attach a purse or other articles to a Kimono sash. The Japanese use netsukes at the end of a purse or pouch draw strings to make opening and closing the purse easier and to hold the purse under the sash. The rich had theirs intricately carved of Jade, Ivory or Precious Stones. The poor had to be content with wood or bone.

These pieces have become collectors items and can be quite expensive. Carole has a collection of over 300 volumes of books on Netsukes, ships and ship models, ship model construction, ships in bottles and a copy of "Nageis Journal", a rare book which is an intriguing account of life at sea.

Carole started building ship models in 1971, be attempting to re-construct an old model built by her Grand Father. Building solid hull static models, she had to put modeling on hold until finishing college and starting her business. Finding a copy of Ronald C. Roush's book, " Bottling Ships and Houses " which shows the ships in bottles of Vic Crosby, (she'd been an admirer of his since seeing his models on display aboard the " Star of India " at the San Diego Maritime Museum), She obtained the address of SIBAA and joined the group. From an article in this journal, she wrote to Parker Leney and bought one of his " Bluenose " schooner kits. She has built several SIB's, but is not happy with the results and has gone back to larger models. Her SIB's have been given to her seven Grand Children. Having purchased models from Chris Nair and David Smith-Denny, she displays her collection in her home and office and intends to build more SIB's. As she say's " How many large models does a person have room for ?".

Carole resides and works in Brea, California, with her husband John, who is a business manager for McCoy Mills Ford in Fullerton.

They have two sons, two stepsons and a flock of Grand children.

ALL HANDS (continued)

This busy active lady is a member of the American Women's Society of Certified Public Accountants , American Institute of Certified Public Accountants, The California Society of Certified Public Accountants.

She also serves as Secretary of the Brea Chamber of Commerce Board of Directors and Treasurer of the County Fair Committee and has been selected as an outstanding Diplomat in the Chamber of Commerce.



SIBAA member Carole A. Wilson.

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Smithsburg, MD 21783

Letters
from the members

The new members we welcome with this issue, are almost equally divided as to experience. Jon Fairchild of Portland Oregon has completed one and is working on the next one. Donald C. Faust M.D. of Metairie, Louisiana has two SIB's done plus other model ships to his credit. James (jim) R. Kearse of Lindsay, Ontario, Canada has only bottled 74. and wants to converse with other bottlers for hints and tips. (only 4 is nothing to be ashamed of jim). Robert Tiews of Cherry Hill, New Jersey lives on a sail boat, has been building business card boats in bottles and has finished a clipper ship in a Chivas bottle. Paul K. Kupsh of Huntington Beach, California has experience with model ships but none yet with SIB's. Dale Sharrick of Waldorf, Maryland claims no experience but if his hand writing is any criteria, he will do very well with miniatures. And last but by no means least Ronald G. Vicens II of Wailuku, Hawaii, claims no model ship or Sib experience, but does have knowledge of ship building. Ron I am not sure I would call this hobby relaxing, challenging yes but relaxing -Hmn. At any rate Welcome Aboard, and remember I can not print photos or articles of your work that you don't send in.

Howard Hogg of Fort Meyers wrote and sent in the following photo of the 1786 38-gun Royal Navy Frigate "Loyal American" built for him in the decanter that was in 1995-1 B/S. Rick Hegge built it for him and did a beautiful job. Thanks Howard, Glad I could help.



Frank Skurka wrote that on a recent vacation to San Francisco he found a store which displayed maritime artifacts for sale, including some "Sailor Models" in bottles, along with the cheap imports. The proprietor informed him that he had a group of collectors who from time to time inquired after "Good" SIB's and he further explained that he would be interested in purchasing such models. So here's the info on him.

Frank's Fisherman's Supply
366 Jefferson Street, San Francisco, Ca. 94133
Phone (415) 755-1165, Fax (415) 776-6549
Attention: Ron Brown.



Russell Rowley of Seattle, Washington sent in the following photo's and the news that there is apparently a bottled object Museum in Tonburi, Thailand.



T.Rex made by Kitisak Teerajarankun, Hua-Hin Thailand. June 1995. Made entirely from chicken bones.



Photo Left.
A pack of Thai
Cigarettes in a
bottle, made in
Thailand. Builder
unknown.

Photo Right.
Nong-Qua in a
bottle.
A Thai Blessing
for prosperity.
Made in Thailand,
believed around
1980.
Builder Unknown.





Russell C. Baker of Perry Hall, Maryland sent in photo's of his works. Left the Sea going Tug, USS *Tuscarora*, Right a Train in two insulin bottles.



Jack Hinkley wrote to tell me that copies of Professor Nortons book "Sailors Folk Art Under Glass" can be ordered from the Publisher, Mr. Robert Cahill, Old Salt Box House, 40 Felt St. Salem, Ma. 01970, for \$2.95 plus \$1.50 for Handling. A check and a note telling Mr Cahill that the requester is a member of SIBAA. Jack also wrote "Several of our members correspond with Duncan Gray, Sub- Editor of the European Associations Journal, The Bottleship. He is a very witty Scotsman whose nickname for whatever reason is "Erk". Duncan seriously goes about England finding out and preserving all of the information he can get about the flying fields that were established in England during WW II. He has a broken down Land Rover fondly referred to as "The Bitch" which we have all come to know and love and Duncan, for reasons known only to himself, has a burning desire to move- bag, baggage and "Bitch" to the Isle of Man(N) in the Irish Sea. I recently tried to impress upon Duncan that to be "Politically Correct" sexism wise he should be calling his favorite Isle , the " Isle of Person". With that in mind, in a 5" long appliance light bulb , I put together a diorama depicting the sea going tug "ERK" towing the Isle of Person a bit closer to England.

Scotsman that he is, is weary of wasting his life savings on car ferry fares. On my Isle of Person is a cottage with fence, some foliage, a couple of telephone poles with wires between and a wooden stake to which the towrope is attached. I sent it off to Duncan as a surprise, and I guess it was.





BOOKS

BY

Francis J. Skurka

SHIPS-IN-BOTTLES.

A step by step guide to a venerable nautical craft, second edition. by

Don Hubbard.

The earliest printed material concerning ships in bottles that I could locate, is in an article in a British magazine called " Ships and Shipmodels ", printed in January 1932. One of the members of the old Long Island Chapter of SIBAA gave it to me to copy for a handout. The article entitled " Shipmodels in Bottles, a Curious Branch of Ship-Modeler's Art", consisted of several paragraphs describing a French five-masted Barque, a British three-masted Barque and how to build a sailing ship " the old fashioned way" in a Haig & Haig pinch bottle with putty seas. " a curious branch of the shipmodelers art " We got no respect even in 1932.

In 1936 , E.J. Tangerman wrote " Whittling and Woodcarving", which was originally published by Whittlesey House and McRav-Hill Book Co.

" Tang " as he is known in the wood carving fraternity, has been carving for over 50 years and is a leading international authority on carvings and collections. He has one of the finest collections of carvings from all over the world and is the consulting editor of " chip chats " magazine, the journal of the National Woodcarvers Association, where he edits the column " Tangents ". In his book , he devoted chapter XII to " In Bottles, Ships, Fans, Etc." in which he describes how to put a fan in a bottle, a ship in a bottle and how to make light houses, scenery and trick stoppers. He observed, " The true meaning of the expression-Bottleneck- has escaped you until you try to build something on the other side of one. If you live in the east, you've probably seen ships of many types inside bottles of many shapes, further west it becomes store or tavern scenes or elaborate frameworks, chairs or fraternal emblems". Quite a different attitude than the one expressed above.

It is my understanding, that one of the first books printed in English, written about bottle artwork, is " Models in Bottles" by R.F.C. Bartley. Made and printed in England, by the Holburn Press, for Percival Marshall and CO. London, in 1951. The author refers to the book " Ships in Bottles" by J.P.Lauder&R.H.Boggs, by the same publisher. This book is unknown to me. Bartley, in his book, explains not only how to build ships (galleons) but a host of other subjects: Windmills, Landscapes, Characters from the Classics, Fairy Tales, Stage Coaches, Old Buildings and Inns.

Peter Thorne, in 1960, wrote a book called " Secrets of Ships in Bottles" for Model & Allied Publications Ltd.Hertfordshire, England. A member of the Society of Industrial Artists. The book in its entirety, covers ship bottling in 63 pages including: the bottle, plans, hull preparation, deck fittings, mast construction, deck houses, life boats, sails, rigging, finishing and putting a ship in a globe. This soft covered 5"x 7" book was quite popular in England with 5 printings between 1960 and 1973. The book was not widely known in this country.

In 1971, Commander Donald Hubbard, USN (Ret) wrote the first post war ship in a bottle book published in this country and should be credited with the revival of interest in this " Venerable Craft" in North America.

BOOKS. (continued)

One of the founders of The Ships-in-Bottles Association of America, he and Jack Hinkley were the guiding force behind the re-vitalization of this specialized art form. This book written and illustrated by Hubbard, was published by the McGraw Hill book Company and was generally well received and considered the best book on the subject up to that time. An 8 $\frac{1}{2}$ " x 9 $\frac{1}{2}$ " hard cover 102 page book, it covered all the aspects of ship bottling and was well illustrated with sketches, diagrams and photographs.

The second edition, is similar to the first in size and cover (this has a soft cover) but it is completely revised and enlarged as well as being updated to include modeling materials which were not available in 1971. By publishing this 1988 edition himself, (Sea Eagle Publishing) Commander Hubbard was better able to control the design, layout and content of the book. Expanded to 134 pages, basic techniques for the beginning builder are covered with alternate methods shown to accommodate the experienced modeler. The entire book, with the exception of the sections on display stands and nautical terminology, has been re-written.

Many more photographs of ships in bottles from around the world are included, showing a wide variety of type and class. In addition, many more sketches, diagrams and construction details as well as plans have been added.

By the artful use of appendices, the author has expanded the book's content to cover material and subject matter not explained in other books on the subject. For example, Alternate techniques for model stands, using vertical bottles and ships in light bulbs, alternate materials for the sea, modeling clay, acrylics, and casting resin; segmented hulls and fabric sails; alternate mast stepping techniques, pre-drilled mast step, single bent wire, the " Hinkley hinge" and long thread method, tools to make and buy; various types of adhesives; how to photograph the bottled model; selling your work and packaging and mailing.

The book also contains a listing of the Ships-in-Bottles Associations of the world and a bibliography of literature on bottled ships and objects in English, Danish, Dutch, French, Japanese and German. Also included are pamphlets, articles in periodicals and references in books.

This book is possibly the most definitive compendium on ships in bottles published in this country to date. Every ship bottler should have a copy in his library not only as a reference but as a source of inspiration. The photographs of the models show the work of some of the finest bottle ship modelers in the world. You can write for information to:

Don Hubbard
Sea Eagle Publishing
P.O.Box 180550
Coronado, CA. 92178.

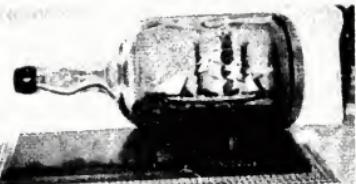


Photo Left. The "FLYING CLOUD" by Marvin Sweeting of Perry, Georgia. His latest work for a friend. Thanks for the book Marv. it was very interesting. Nancy says hi to Marie.

NOTES FROM THE MEMBERSHIP CHAIRMAN



The Chinese Symbol For Happiness.

Never underestimate the power of Ben Franklin. Eighty two of you winged your dues to me post haste after seeing his image. Happiness is in my heart. The Treasury is flush once again, and Bottle Shipwright will easily survive another year.

For your information, the treasury contains \$4,259.59, as of this writing (10/5/95). The current edition will probably use about \$900.00 of it, if past experience is any guide, so we are solvent.

I regret that I was not able to attend the outstanding conference back East. As some of you know, I rent my house in Coronado during the Summer, and did not get back this year until September 5th. The last of my bags was finally unpacked September 30th. Between the 5th and the 30th was taken up by a multitude of catch-up chores at the house. Among other things the old joint became 100 years old this year, and I am spending a lot of time in the walls and under the house installing all copper plumbing. Nice birthday present for both house mand don..

One part of the catch-up was a two hour ship-in-bottle talk on September 21st. The Robinson-May Company, which is a chain of stores out West, and perhaps into the Central States, sponsors a program called O.A.S.I.S., an acronym for "Older Adult Services and Information Systems". In other words, programs for senior citizens. For those of you who are seniors, and who live near a Robinson-May store, check in on this. They have a fascinating array of programs on every conceivable subject. I am giving another talk this month on self-publishing. This is aimed at folks who want to do memoirs, family cookbooks, poetry, or whatever. Giving these lectures is good for me because it provides an incentive to complete unfinished jobs. I have been working on a cookbook for years, "Neptune's Table: Cooking The Seafood Exotics", and want to have it completed for the talk on the 26th. We have been eating a lot of octopus, squid, mussels, clams, limpets, sea urchin roe, shrimp, etc. Hardly a tough deal, unless you have an aversion to the ingredients or have a cholesterol problem.

My SIB talk was worthwhile. I had one gent who came in with two models that he had made using my book as a guide. As it turned out he made it a point to introduce me, and it all went well thereafter.

For those of you who have never given a talk on the subject, I take along books on the subject, bottled models of my own and those in my collection, a working model on a stand and an empty bottle into which to put same, all my tools and materials, and a small collection of tiny stuff, like people, seagulls, cannon with stacked cannon balls (poppy seeds). I pass all the tiny stuff around from hand to hand, and I think it impresses the viewers more than the models. I also have a nice slide show which incorporates pictures of models from all over the world as well as about five SIB cartoons to liven up the show. I always worry that I will not have enough material, but the time melts away easily. I hand out membership applications and wear my SIBAA Patch for emphasis. For real details on giving a show see Jack Hinkley's definitive article in *Bottle Shipwright 1995-2*, pages 9-10.

Last year I sent in an application to Chase's Annual Events, a book that lists important yearly events and anniversaries. The book is used by news people and article writers as a guide to current subject matter worthy of discussion. They list some pretty off-the-wall groups, so I thought we should qualify. I requested October 1 - 7 as Ship-In-Bottle Week, but we did not make the cut. By the way, I chose the dates because Jack Hinkley's birthday is on October 4th.

That said, a belated Happy Birthday to Jack, our Kai Chow (that means leader in Japanese - Jack went with my to the 1st Japanese International SIB show in 1983 and I introduced him using those terms). By the way, Jack never seems to send in pictures of his work for publication, but he does great stuff, and he has recently gotten into the photography end of it. The photo on the following page shows Jack's model of the small Coast

Guard vessel that he served on during WW II. You can see the beautiful detail and the accurate scale. The diorama is housed in a airport hangar light bulb.

I want to welcome one special new member, Victor E. Leong, from Miami. Victor is 20 years old, he surfs, cycles and builds elaborate sand castles, but he has also built 461 bottled models in the past four years. Wow! Victor was given a one year membership to our Association by member Jack Arnold who lives in Kerrville, Texas and corresponds with this prolific builder. Victor sells his work for those of you who collect. His address is 14756 S.W. 65 Terrace, Miami, Fl 33193.

I think it is also interesting to know how he makes his seas. I quote from one of his letters. "All my projects are of balsa and paper, the water effects are from wax candles. The candle is chopped and placed inside the empty bottle and boiling water from a frying pan is placed on the bottle to heat the glass. The wax eventually melts and forms a waterline. Clay is added during this process so the ship, that will be added later, will not sink too deeply. This also adds ballast to a round bottle (with no stand). When the wax cools the ship is added and the wax is remelted. While the wax cools, straws blowing jets of cool air inside the bottle are used to form waves." I want to see what these models look like. I sent this new member a copy of "How to photograph your models" and hope Victor takes the hint.

Texas must instill a generosity gene in its inhabitants. Norm Adams, of Brenham, Texas, sent in his dues payment but made the check out for \$100.00. He states, "Put the enclosed check in your pot, and thanks for several hours of fun and helping me to win 1st place at our County Fair, the oldest in Texas." He adds: "In the 1995-2 Bottle Shipwright there was mention of where to find ship plans - my very best source has been the Smithsonian Institution Ship Plan List. . . It is not cheap, but what a wonderful publication to read on a rainy day." Norm, congratulations on your first place, and many thanks for both your contribution and the plans information. Both valuable to all of us.

Bill Weiser of Florence, Oregon, sent along photos of some of his works. (see below) Here is a combination



Spirit of St. Louis by Bill Weiser



Tug STR. ROBARTS by Bill Weiser

of wonderful building and excellent photography. Bill notes that the "Spirit of St. Louis, even though an airplane, is still related to the sea. And how about that tug? Wonderful model on a wonderful stand.

You never know where word of our organization will surface. I have just received a membership query from Iran, and Ray signed up a builder in Russia a few months ago. I also received a call from a lady in Miami who had inherited four bottled models from her Dad. He had gotten them from a German POW at the end of WW II. She seemed interested in selling the models, so I gave her Ray's address and told her to contact him with pictures and price. She also received the address of some of you who collect, as well as that of the newsletter editor of the German Association. The builder's name is legible, so it would be interesting if she could locate him or his family.

Don Budke lives in Cincinnati, Ohio, and his automobile license plate reads SIBAA. He says that it starts many conversations. I always thought SHPINBTL would be a good one too.

For those of you who receive the **House and Garden Channel**, keep your eyes peeled for **The Hobby Show**, which airs this month. There is a seven minute segment on Ships-in-bottles which was filmed at my house last June. I have no idea how the finished product will appear. The crew (from L.A.) spent six hours filming it and then it had to go in for editing. We do not receive the **House & Garden** channel in San Diego. If any of you see it, let me know your opinion. They promised me a copy of my segment after the show has been on the air. I guess they don't want a protesting participant beforehand.

Back in August I received a telephone call from a sprightly young lady who had inherited a ship in bottle that her dad had built. It needed a bit of internal repair work - a topping lift needed recementing - but the stopper was one of those tricky things with a dowel through the stopper on the inside. I handed this off to **John Fox III**, of Birchwood, Wisconsin, who wrote the young lady and was waiting for a response when I last heard from him. John has also had good response to his Video tape after **Frank Skurka** reviewed it on **Bottle Shipwright**. 1995-1. As you probably know, John writes for **Model Ship Builder Magazine** and our newsletter. As a reminder, if you want more information about the video tape you can write to John at **Lothorian Crafts & Design, Route 1, Box 116, Birchwood, WI 54817**.

Hans de Haan, of the Netherlands, sent along this photo of a bottled ship, The Emmy Simone 8, which was made by his daughter Simone when she was eight years old. That young lady is on her way. Congratulations!

I have recently consolidated a bunch of my "Selected Rhymes and Other Writings" in a small booklet entitled "Days of Yore" (named after one of the rhymes), and included therein a few of the ship-in-bottle limericks. These were written for **Bottle Shipwright** way back when I was editor. Jack Hinkley and I used to swap limericks back and forth in those days. Thought you might appreciate one to end this session.

*A drinking ship bottler named Rose
Used a technique I'd like to disclose.
He bottled at night
And he used as a light
The glow from the end of his nose.*

The Emmy Simone 8 by Simone de Haan



Don Hubbard



Now who said ship-bottlers were stuffy?

**The Baltimore Steamship DREAMLAND
as a Ship-in-a-Bottle**
by Rick Hegge

Dreamland was an excursion steamer which carried passengers from Baltimore to Chesapeake resorts during the early 1900's. The plans were drawn from a photograph in the book *Steam Packets on the Chesapeake*.



The eight inch Dreamland was put into a rectangular Pyrex bottle. A 1-1/8" circle representing the neck opening was drawn on the plans to determine how many sections the ship needed to be separated into.



The ship was inserted in fifteen pieces: five ship sections, the pilot house, smoke stack, smoke, derrick and six flagpoles. The pieces are assembled in front of the bottle and stand.



After the bottom of the bottle was leveled with casting resin, white glue was blown on to it through a tube.



The glue was spread with a brush to secure the acrylic gel sea.



The acrylic gel sea is curled and inserted through the neck with long tweezers.



A soft brush is used to rub the sea gently into the glue. The bristles prevent indentations from being left in the gel.



The ship was divided into five sections: three on the bottom and two on top. The bottom middle section was inserted first. Two holes on the bottom fit on to pegs protruding from the acrylic gel sea. Two pegs on each side fit into holes in the side sections.



White glue was spread on the sea and the middle section pushed into it with a wood block taped to the end of a dowel.



The bottom side sections were inserted and slid halfway on to the pegs of the middle section.



White glue was spread between the sections on the end of a bent wire.



A dowel was used to push the side sections the rest of the way on to the pegs.



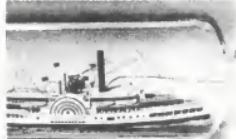
The top starboard section had to be tilted during insertion to clear the flagpole.



Tweezers were used to set the smoke stack into a hole in the roof. Note the rigging from the pilot house pole to the stack.



A drop of CA glue secured the stack to the roof. Joints in the stack were made by tying fine thread around a brass tube. CA glue was applied to the thread. The ends were trimmed close with cuticle scissors.



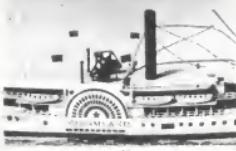
Four stack guy wires needed to be threaded through loops on the roof. The threads were long enough to be pulled out of the neck. The ends were stiffened with CA glue and grabbed with tweezers.



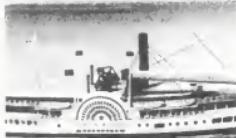
Here the rear starboard guy is being fed through a loop on the roof. The tweezers are used to grab the thread once it is through the loop.



The thread was pulled tight and taped to the neck. A drop of CA glue was applied to the loop.



After the glue dried, the thread was trimmed off with a blade on the end of a dowel. The operation was repeated three more times for the other guy wires.



The smoke was made from cotton stiffened with varnish. It was sprayed flat black and dry brushed with gray. The end was twisted to a point to fit into the stack top. A drop of CA glue was dripped into the stack and the smoke inserted with tweezers. Note the four stack guy wires.



A wire was used to adjust the rails at the seam in the top sections. CA glue held them in position.



The front flagpole was inserted into a hole at the bow and secured with CA glue.



The base is made from 3/4" mahogany. Lettering is created on a drafting program and printed out. The paper is glued to carbon paper and trimmed to the size of the stand sides. The carbon paper is taped to the stand. A ball point pen is used to transfer the lettering on to the stand. The letters are then wood burned into the stand. A hole is routed into the top of the stand for the bottle. The hole is deep enough so the sea is flush with the top of the stand.



Red and white yard are used to decorate the bottle neck.



It took 100 hours to complete the SIR.



Basswood was used for the three bottom sections. Styrene and 1/64 plywood was used on the top sections. Rails were made from thread wrapped around piano wire stanchions.

Since the pilot house and smoke stack are rigged to the top starboard section, they went in at the same time.



Twelve inch polypus maneuvered the section on to two pegs on the lower sections.



After glue was spread on the lower sections, a brush was used to push the top section into it.



The top port section was inserted on top of the starboard section.



Glue was spread on the lower section.



The left port section was guided on to pegs on the starboard section and pressed into place.



Paint and varnish was applied to the seam between the top sections. The railings at the stern were also glued at the split between the sections.



The polypus were used to insert the middle flagpole.



CA glue was applied at the base of the flagpole to secure it.



The polypus were used to insert the four middle flagpoles. CA glue was again used at their bases.



The starboard side derrick being positioned into holes in the roof.



CA glue being applied to the derrick.



The pilot house was set into position. Note the rigging from the mast top to the top section rail.



A drop of CA glue was applied behind the pilot house.



Ship Modelers Association
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Monday, June 5, 1995

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On Sunday there will be demonstrations covering wood carving, numerically controlled milling of model parts, the use of a rope walk, metal casting and more. Technical session speakers will be available for round table discussions. The organizers of the Association's highly successful monthly seminar series on model building will also be available to answer questions.

Social activities will include a Friday evening reception to welcome everyone to the conference. On Saturday evening a banquet dinner with a prominent speaker will be held to conclude that day's activities.

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Left. The Flessenscheepjes
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Below,
The members who were left
when the group photo was
taken at the Chesapeake
Bay Maritime Museum in St.
Michaels Maryland.
Rich Hegg , President of
the Maryland Chapter of the
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